



Jake P. DeBoever
Assistant General Attorney

BNSF Railway Company
P.O. Box 961039
Fort Worth, TX 76161-0039

2500 Lou Menk Drive, Third Floor
Fort Worth, TX 76131

Tel: 817-352-3394
Fax: 817-352-2397
E-mail: jake.deboever@bnsf.com

VIA UPS OVERNIGHT MAIL

E1-18308

April 11, 2007

Mr. Josef Warhank
Montana Historical Society
225 North Roberts
P.O. Box 201201
Helena, MT 59620-1201

Re: Surface Transportation Board Docket No. AB-6 (Sub-No. 445X); BNSF Railway Company Abandonment near Great Falls, in Cascade County, Montana SHPO Project #: 2006051510

Dear Mr. Warhank:

Please reference Damon Murdo's letter dated May 8, 2006, addressed to Sidney Strickland, Jr. (BNSF outside counsel) regarding the above-referenced rail line. Enclosed for your review is a copy of *A Cultural Resources Inventory of a Portion of the Lewistown to Great Falls Branch Line* prepared by John Brumley, M.A. After your review, please provide us with a letter regarding your suggested mitigation or finding of "No Adverse Effect." We will then submit a copy of this report and your letter to the STB for final disposition of existing conditions under Section 106 of the National Historic Preservation Act, 16 U.S.C. 470f.

If you have any questions, please contact me at (817) 352-3394.

Sincerely,

Jake P. DeBoever

JPD/js

Enclosure

cc: Dave Navecky, STB (w/enclosure)
Susan Odom

**A CULTURAL RESOURCES INVENTORY
OF A PORTION OF THE
LEWISTOWN TO GREAT FALLS BRANCH LINE**

**PREPARED FOR:
THE BNSF RAILWAY COMPANY**

**BY:

ETHOS CONSULTANTS INC.
JOHN BRUMLEY**

APRIL 2007

Montana
Cultural Resource Annotated Bibliography System
DATA ENTRY FORM

DOCUMENT NUMBER: CA **REPORT DATE:** March 2007

County File Report No.
code code (*SHPO use only*)

AUTHOR: Brumley, John H.

TITLE: A CULTURAL RESOURCES INVENTORY OF A PORTION OF THE LEWISTOWN
TO GREAT FALLS BRANCHLINE

AGENCY: OTHER AGENCIES: (1) (2) (3) OTHER COUNTIES: (1) (2)

AGENCY DOCUMENT/PROJECT NO.:

SURVEY ACRES: 20 acres

DOCUMENT TYPE: 1. Inventory/Evaluation: **X** 3. Overview:
2. Mitigation/Excavation: 4. Other:

KEYWORDS (*SHPO use only*): (1) _____ (2) _____ (3) _____
(4) _____ (5) _____ (6) _____ (7) _____

INVENTORY LOCATION			PROPERTIES	
T	R	S	Site Number(s)	Property/Site Name
1.	20N	4E	4	1. 24CA264 Lewistown- Gt Falls Branch line
2.	20N	4E	5	2. 24CA264 Lewistown- Gt Falls Branch line
3.				3.
4.				4.
5.				5.
6.				6.
7.				7.
8.				8.
9.				9.
10.				10.
11.				11.
12.				12.
13.				13.
14.				14.
15.				15.

EXECUTIVE SUMMARY

The BNSF Railway Company intends to abandon a segment of rail line (project area) located in Cascade County, Montana (Sidney Strickland & Associates, PLLC, 2006). The BNSF Railway Company retained Ethos Consultants, Inc. to conduct a cultural resources inventory of the project area intended to identify, record, and evaluate the National Register eligibility of any cultural resources present, and to evaluate the potential effects of proposed abandonment on those resources. Actual fieldwork was conducted in March of 2007. This report identifies the methods and results of that research.

The only cultural property identified within the project area consists of the section of rail line to be abandoned, which was originally part of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company's (Milwaukee Road) Lewistown to Great Falls branch line constructed in 1927 and 1928. The Cascade County portion of that branch line has been previously recorded as cultural property 24CA264. The project area is located within the eastern margins of the City of Great Falls beginning at railway Milepost (MP) 194.61 and from there extending generally west to MP 196.28, a distance of approximately 1.67 miles. The rail line right-of-way (R/W) is 100 feet wide (Sidney Strickland & Associates, PLLC, 2006), and based on a 100 foot wide survey corridor, the area examined along the 1.67 mile long project area totals approximately 20 acres. Actual project area inventory was conducted during March of 2007.

The portion of 24CA264 within the project area has been out of service for a number of years with a railroad bridge, a roadway at-grade crossing and approximately three quarters of all rails and ties already removed from the rail bed. Additionally, the City of Great Falls has previously purchased a portion of the R/W and has installed an underground sewer main there (City of Great Falls Planning Department, 2006). Field observation also indicated the dumping of trash and recent earth fill into the R/W; and the expansion of recent residential property homes into the R/W.

Previously recorded cultural property 24CA264 is evaluated here as potentially eligible for listing in the National Register under Criterion A through D. Within the

project area, the site retains integrity of location. Integrity of association and setting is questionable as the landscape within the project area has changed tremendously since the construction of site 24CA264. Integrity of materials, design, and workmanship are totally to largely impaired due to previous abandonment, salvage, and removal of most railway associated elements of the site within the project area. Integrity of feeling has either been fully compromised, or is not readily apparent. As such, the portion of 24CA264 within the project area is evaluated as a non-contributing portion of this National Register eligible property.

No further action in terms of proposed abandonment of those portions of 24CA264 within the project area is considered warranted or recommended.

ACKNOWLEDGEMENTS

John Brumley conducted fieldwork reported here and wrote this report. Anna Brumley undertook all graphics and final word processing tasks. Portions of text from Rennie (2002) have been incorporated here with permission and with modification.

TABLE OF CONTENTS

	<u>PAGE</u>
EXECUTIVE SUMMARY	iii
ACKNOWLEDGEMENTS	iv
LIST OF FIGURES	v
1.0 INTRODUCTION.....	1
2.0 PREFIELD STUDIES	1
3.0 SURFACE AND SUBSURFACE RECONNAISSANCE PROCEDURES	2
4.0 PROJECT AREA DESCRIPTION	2
5.0 RESULTS OF FIELDWORK	3
24CA264	3
6.0 SUMMARY AND DISCUSSION	8
REFERENCES	10
FIGURES	12
APPENDIX: MONTANA CRIS FORMS FOR PROPERTY 24CA264.....	19

LIST OF FIGURES

FIGURE	PAGE
1. General location of project area	13
2. Topographic map showing the location of the project area.....	14
3. Cultural property 24CA264. View from near midpoint of project area looking west. Note railbed with ties and tracks removed, and recent trash and fill dumped on rail line cut	15
4. Cultural property 24CA264. General view looking north taken near western end of project showing recent fill dumped into R/W.	15
5. Cultural property 24CA264. View from western end looking east. Note ties and rails in-place in foreground and removed in background....	16
6. Cultural property 24CA264. View from eastern end looking west. Note ties and rails in-place in foreground and removed in background	16
7. Cultural property 24CA264. View from near eastern end looking west showing recent residential properties near and encroaching on R/W. Note absence of ties and rails	18

1.0 INTRODUCTION

The BNSF Railway Company intends to abandon a segment of rail line (project area) located in Cascade County, Montana (Sidney Strickland & Associates, PLLC, 2006). The BNSF Railway Company retained Ethos Consultants, Inc. to conduct a cultural resources inventory of the project area intended to identify, record, and evaluate the National Register eligibility of any cultural resources present, and to evaluate the potential effects of proposed abandonment on those resources. The project area is located in portions of:

Sections 4 and 5, Township 20N Range 4E.

Actual fieldwork was conducted in March of 2007. This report identifies the methods and results of that research.

2.0 PREFIELD STUDIES

Prior to implementation of fieldwork, Ethos Consultants, Inc. requested Cultural Resource Information System (CRIS) and Cultural Resource Annotated Bibliography System (CRABS) searches from the Montana State Historic Preservation Office (SHPO) for the project area. Those searches indicated that within the general project area, four previously recorded cultural properties were present. Three of these were situated in the general vicinity but well outside the project area. The remaining property, 24CA264 is located within the project area and consists of the segment of rail line to be abandoned. The CRABS search indicated that two cultural resource inventories had been conducted in the immediate or near vicinity (Rossillon 1993, Newton 1996; from Murdo 2007).

3.0 SURFACE AND SUBSURFACE RECONNAISSANCE PROCEDURES

The entire project area was examined by pedestrian survey consisting of one zigzag transect centered on the rail line for a minimum of a 100 foot/30m wide, survey corridor effectively examining the entire rail line R/W and adjoining surfaces. Ground surface visibility in the project area was generally good with all existing subsurface exposures within and adjoining the survey corridor examined in detail. The project area is located within the eastern margins of the City of Great Falls beginning at railway Milepost (MP) 194.61 and from there extending generally west to MP 196.28, a distance of approximately 1.67 miles. The rail line R/W is 100 feet wide (Sidney Strickland & Associates, PLLC, 2006), and based on a 100 foot wide survey corridor, the area examined along the 1.67 mile long project area totals approximately 20 acres. Actual project area inventory was conducted during March of 2007.

4.0 PROJECT AREA DESCRIPTION

The project area is located on an essentially level upland prairie surface at various points along its length from approximately 1/8 to 3/4 miles south of the Missouri River valley edge (Figure 2). The project area was originally characterized by short grass prairie vegetation but is now located within the City of Great Falls, in a largely urban setting. Parts of the north side of the trackage is occupied by a golf course and athletic fields while the south side is occupied by a combination of industrial and residential properties.

5.0 RESULTS OF FIELDWORK

PROPERTY NUMBER:

24CA264 (Figures 2-7)

PROPERTY TYPE:

Portion of Chicago, Milwaukee, St Paul and Pacific railroad Lewistown to Great Falls branch line within Cascade County.

PROPERTY DESCRIPTION AND CULTURAL CONTEXT:

The only cultural property identified within the project area consists of the section of rail line to be abandoned. That property was originally part of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company's (Milwaukee Road) Lewistown to Great Falls branch line. The Cascade County portion of that branch line has been previously recorded as cultural property 24CA264. Work on the Lewistown to Great Falls branch line was initiated in 1913 and completed in 1914 (Clark 1990). The Chicago, Milwaukee, St Paul and Pacific railroad is commonly referred to as the Milwaukee Road—a significant historic transportation corridor constructed, in part, throughout various portions of Montana. Physical features considered to be part of the site include tracks, ties, buildings, grade, culverts, bridges, road crossings, firebreaks, wooden power poles, mile posts, signage, water stations, tunnels, switching equipment and R/W fences. The site was constructed as a standard gauge, single track line, largely set on a subgrade with passing tracks or sidings generally situated at 4 to 5 mile intervals.

The old Milwaukee & St. Paul Railway, was incorporated in Wisconsin on May 5, 1863, but it's development can be traced back as far as 1848 (Derleth 1948). It continued to extend its trackage, in part, by consolidating with other lines. It changed its name on February 11, 1874, to Chicago, Milwaukee & St. Paul Railway. Initial development of the railroad was largely possible as a result of federal land grants along the proposed routes. In exchange for free land on which to construct a railroad, the railway company agreed to transport military troops and government materials at no cost, or greatly reduced rates, for the life of the railroad (Johnson 1935). As the Chicago, Milwaukee & St. Paul Railway expanded it's service area through government land

grants, it also began to purchase, as customarily occurred in railroad history, smaller lines and absorbed them into its system, thereby reaching Kansas City, Missouri; Omaha, Nebraska; and points in Iowa, Minnesota, and North and South Dakota. Such was the case with the "Jawbone" or Montana Railroad which largely constitutes the Harlowton to Lewistown branch line segment of the line.

In the early 1900's, the Chicago, Milwaukee & St. Paul Railway sponsored a subsidiary, the Chicago, Milwaukee and Puget Sound Railway, which constructed a 2,081-mile extension from Mobridge, South Dakota, across the plains and through five mountain ranges in Montana, Idaho, and Washington to reach Seattle. Construction of the portion of the main line through Montana was initiated in 1906 and completed in 1909 (Derleth 1948; McCarter 1992). On March 31, 1927, the Chicago, Milwaukee & St. Paul and the Chicago, Milwaukee & Puget Sound, consolidated and reincorporated as the Chicago, Milwaukee, St. Paul and Pacific Railway.

The Milwaukee Road was the last of the three northern trans continentals to be completed. As such, it faced competition with the already well-established Northern Pacific Railway to the south, which had completed a line to the Pacific Coast on September 8, 1883, and the Great Northern Railway to the north, which drove its final spike on January 6, 1893. Regardless, during the early 1900's The Milwaukee Road was the most important railroad line in central Montana and was primarily responsible for bringing homesteaders into, and thus settling, the area. A unique facet of those railroads involved in the promotion of land settlement in the west is that they operated one of the biggest and most successful propaganda campaigns of the twentieth century. The railroad companies apparently developed misleading exhibits and scenic posters, and pamphlets based on half-truths for use as tools to draw settlers to the semi-arid western lands (Derleth 1948; Dorin 1970; Johnson 1935; Roy History Committee 1990; Wood and Wood 1972). Claims to importance of The Milwaukee Road include its being one of the first railroads to ship grain in bulk, and that the line was the primary choice of the Ringling Brothers, Barnum and Bailey Circus for moving their 100 car show (Derleth 1948; Scribbins 1970).

In 1913 the Milwaukee Road also began construction of it's Lewistown to Great Falls branch line which includes the project area and which within Cascade County has been assigned site number 24CA264. The line from Lewistown to Great Falls is reported as containing 77.5 lb rail set on ties of treated and untreated mixed hardwoods and softwoods with some unplated hardwood ties and single shoulder plates on all others. The ballast for the grade is generally pit run gravel and dirt, but crushed rock has been added in a few locations. Car weight restrictions were set at 263,000 lbs. The line was completed in 1914.

During the early part of the twentieth century railroads had a positive economic effect on the towns that they served. As promoters of land settlement in the west, each train could bring as many as 100 settlers and prospective investors to an area at a time. Further, the Milwaukee Road allowed prospective homesteaders to travel halfway across the country at reduced rates. It also rented specially constructed freight cars, known as "immigrant cars", to homesteaders for only a few dollars more in order for them to conveniently ship their household goods, farm implements, cows, horses, mules, swine, and chickens with enough feed for all of the livestock. Two people were allowed to ride in each immigrant car (and carry enough food for themselves) in order to feed and care for their livestock. Such strategies provided a business boom for the Milwaukee Road.

The railroads also supplied the railroad towns with freight, but shipped local goods as well. In Montana, it was commonplace for local products such as cans of milk and cream, cases of eggs, crates of poultry, carloads of cattle, sheep, hogs, and horses, grain, and potatoes to be shipped with regularity from railroad towns. Further, the railroads provide the major tax base for most of the counties that they passed through. By the middle of the Twentieth Century, heavy competition and declining passenger service was slowly spelling an end to the Milwaukee Road. Improved roads made travel by auto more convenient than travel by rail. The large horse herds, which numbered in the thousands before World War II, no longer existed and thus were no longer being shipped by rail. Farmers and ranchers began to find it more convenient and cost effective to load their livestock and crops on trucks at their farms and ranches and ship those goods directly to market. Between 1965 and 1975 a number of smaller branch lines had been

abandoned and salvaged including the segment of railroad between Grass Range and Winnett, and the segment from Moore to Harlowton. In 1970 a merger of the remaining Milwaukee lines with the ever expanding Burlington Northern Railroad was approved, but the company hung on until 1979 when it finally ceased operations as a result of bankruptcy filings—the third such bankruptcy over a span of approximately 50 years. In 1980 Burlington Northern (BN) took over some of the lines of the Milwaukee Road and abandoned others (Derleth 1948; Department of Commerce 1985; Robertson 1991). The rail line within the project area was one such acquisition. In 1995, the BN and the Atchison Topeka and Santa Fe Railroads merged to become the Burlington Northern and Santa Fe Railway Company (BNSF). In 2005, the Burlington Northern and Santa Fe Railway Company changed its name to BNSF Railway Company (Sidney Strickland & Associates, PLLC, 2006).

PRESENT INTEGRITY AND POTENTIAL DISTURBANCE FACTORS:

The portion of 24CA264 within the project area has been out of service for a number of years with a railroad bridge, a roadway at-grade crossing and approximately three quarters of all rails and ties already removed from the railbed. Additionally, the City of Great Falls has previously purchased a portion of the right of way and has installed an underground sewer main there (City of Great Falls Planning Department, 2006). Field observation also indicated the dumping of trash and recent earth fill into the right of way; and the expansion of recent residential property homes into the R/W (Figures 3-7). The site retains integrity of location. Integrity of association and setting is questionable as the landscape has changed tremendously since the construction of site 24CA264. Integrity of materials, design, and workmanship are totally to largely impaired due to previous abandonment, salvage, and removal of many segments of the site within the project area. Integrity of feeling has either been fully compromised, or is not readily apparent.

CULTURAL SIGNIFICANCE/NATIONAL REGISTER ELIGIBILITY:

Portions of the site within Fergus County have been previously recommended as significant or potentially significant for listing in the National Register under Criteria A through C; and ineligible in reference to Criterion D (Rennie 2002). The Cascade County

portions of the property are recommended here as also recommended as significant or potentially significant for listing in the National Register under Criteria A through C. The portion of the property examined within the project area is evaluated as retaining sufficient integrity to convey its historic significance in terms of criteria A, B, and C. No archaeological materials were identified within examined areas which would qualify the examined site area for listing in the National Register under Criteria D.

RECOMMENDATIONS:

Previously recorded cultural property 24CA264 has here and previously been evaluated as potentially eligible for listing in the National Register under significance Criterion A through D. Within the project area, the site retains integrity of location. Integrity of association and setting is questionable as the landscape within the project area has changed significantly since the construction of site 24CA264. Integrity of materials, design, and workmanship are totally to largely impaired due to previous abandonment, salvage, and removal of most railway associated elements of the site within the project area. Integrity of feeling has either been fully compromised, or is not readily apparent. As such, the portion of 24CA264 within the project area is evaluated here as a non-contributing portion of this potentially National Register eligible property.

No further action in terms of proposed rail line abandonment of those portions of 24CA264 within the project area is considered warranted or recommended.

6.0 SUMMARY AND DISCUSSION

The BNSF Railway Company intends to abandon a segment of rail line (project area) located in Cascade County, Montana (Sidney Strickland & Associates, PLLC, 2006). The BNSF Railway Company retained Ethos Consultants, Inc. to conduct a cultural resources inventory of the project area intended to identify, record, and evaluate the National Register eligibility of any cultural resources present, and to evaluate the potential effects of proposed abandonment on those resources. Actual fieldwork was conducted in March of 2007. This report identifies the methods and results of that research.

The only cultural property identified within the project area consists of the section of rail line to be abandoned which was originally part of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company's Lewistown to Great Falls branch line constructed in 1927 and 1928. The Cascade County portion of that branch line has been previously recorded as cultural property 24CA264. The project area is located within the eastern margins of the City of Great Falls beginning at railway MP 194.61 and from there extending generally west to MP 196.28, a distance of approximately 1.67 miles. The rail line R/W is 100 feet wide (Sidney Strickland & Associates, PLLC, 2006), and based on a 100 foot wide survey corridor, the area examined along the 1.67 mile long project area totals approximately 20 acres. Actual project area inventory was conducted during March of 2007.

The portion of 24CA264 within the project area has been out of service for a number of years with a railroad bridge, a roadway at-grade crossing and approximately three quarters of all rails and ties already removed from the rail bed. Additionally, the City of Great Falls has previously purchased a portion of the right of way and has installed an underground sewer main there (City of Great Falls Planning Department, 2006). Field observation also indicated the dumping of trash and recent earth fill into the right of way; and the expansion of recent residential property homes into the R/W.

Previously recorded cultural property 24CA264 is evaluated here as potentially eligible for listing in the National Register under Criterion A through D. Within the

project area, the site retains integrity of location. Integrity of association and setting is questionable as the landscape within the project area has changed tremendously since the construction of site 24CA264. Integrity of materials, design, and workmanship are totally to largely impaired due to previous abandonment, salvage, and removal of most railway associated elements of the site within the project area. Integrity of feeling has either been fully compromised, or is not readily apparent. As such, the portion of 24CA264 within the project area is evaluated as a non-contributing portion of this National Register eligible property.

No further action in terms of proposed abandonment of those portions of 24CA264 within the project area is considered warranted or recommended.

REFERENCES

Chicago Milwaukee and St Paul Railway Company

- 1916 Right of Way and Track map. Office of Chief Engineer. Chicago, Ill.
Montana portion of maps on file, and examined at Montana Historical Society
Archives. Helena. Hand entered corrections are present on the maps dating
into the 1980's.

City of Great Falls Planning Department

- 2006 Letter to Sidney Strickland & Associates, PLLC dated August 1, 2006

Clark, R. Milton

- 1990 The Milwaukee in Montana in Montana: Significant Events. *The Milwaukee
Railroader* Vol 20, No. 1 pp 11-18.

Department of Commerce

- 1985 Rail Plan for the Burlington Northern: Montana. Report on file at the
Montana State Library, Helena.

Derleth, A.

- 1948 *The Milwaukee Road: Its First 100 Years*. Creative Age Press, New York.

Dorin, P.

- 1978 *Milwaukee Road East*. Superior Publishing Company, Seattle.

Johnson, F.

- 1935 Brief Record of the Development of the Milwaukee Road: From the
Chartering of its First Predecessor Company in 1847 to date – July 1935.
Unpublished Manuscript on file at the Montana State Historical Society
Library.

McCarter, Steve

- 1992 *Guide to the Milwaukee in Montana*. Montana Historical Society Press.
Helena.

Murdo, Damon

- 2007 Email from Damon Murdo, Cultural Records Manager, Montana State
Historic Preservation Office, dated March 8, 2007, to Anna Brumley, Ethos
Consultants, Inc.

Newton, Richard E.

- 1996 Pasta, Mt Lease Parcel. CRABS Document Number: CA 6 18319.

Robertson, Donald B.

1991 Encyclopedia of Western Railroad History. Volume II. The Western States.
Taylor Publishing Company. Dallas.

Roy History Committee

1990 *Homestead Shacks over Buffalo Tracks: History of Northeastern Fergus
County.* Color World Printers, Bozeman.

Rennie, Patrick

2002 Cultural Resource Property recording form for property 24FR264. On file,
Archaeological Records Office, University of Montana, Missoula.

Rossillon, Mitzi

1993 Missouri Madison Hydroelectric Project - Black Eagle and Rainbow
Developments. CRABS Document Number: CA 6 15605.

Scribbins, J.

1970 *The Hiawatha Story.* Kalmbach Publishing Company, Milwaukee.

Sidney Strickland & Associates, PLLC

2006 Verified Notice of Exemption Documents filed with the Surface
Transportation Board in support of STB Docket No. AB-6 (Sub. No. 445X)
BNSF Railway Company-Abandonment Exemption-In Cascade, County, MT

Wood, C., and D. Wood

1972 *Milwaukee Road West.* Superior Publishing Company, Seattle.

FIGURES

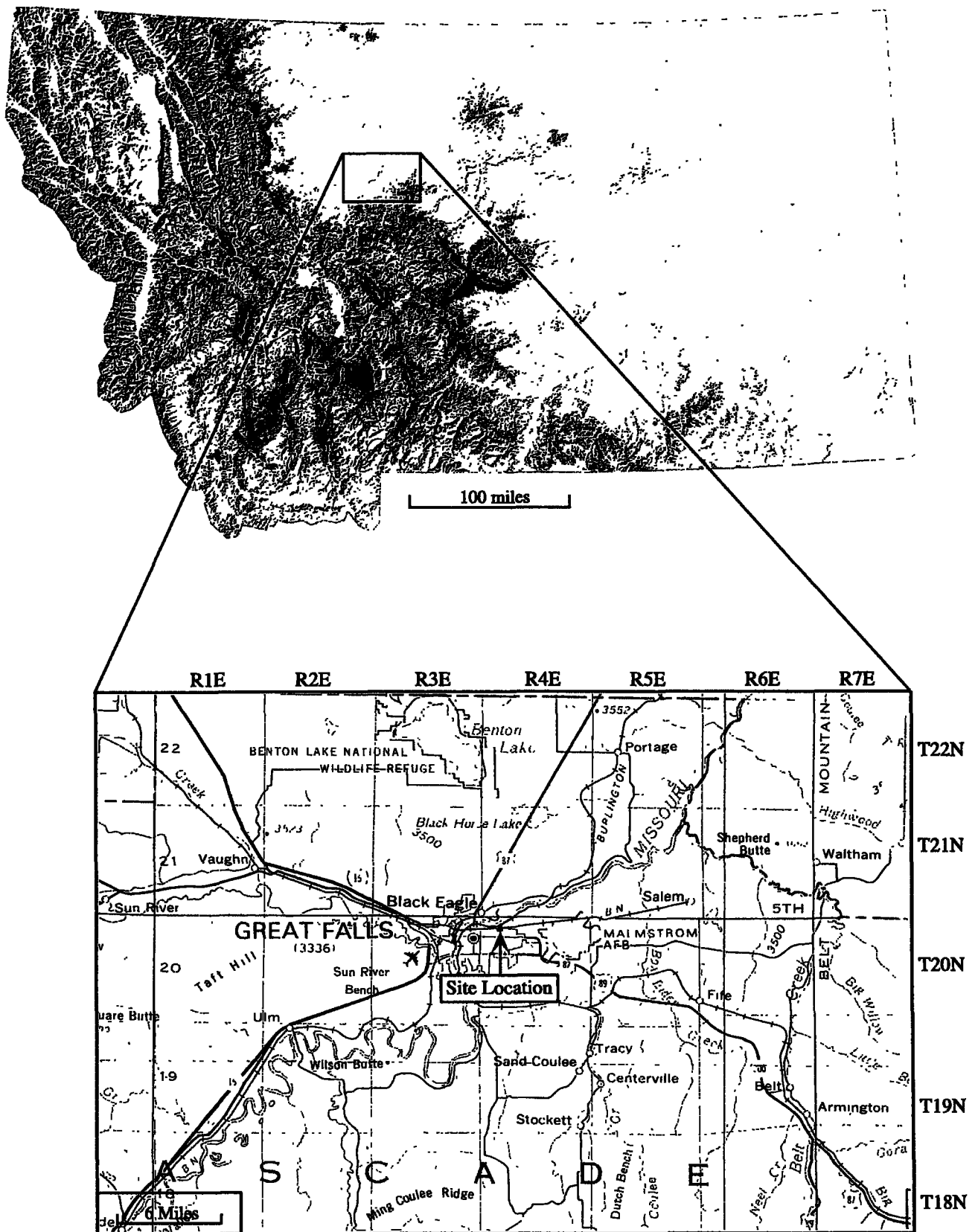


Figure 1: General location of project area

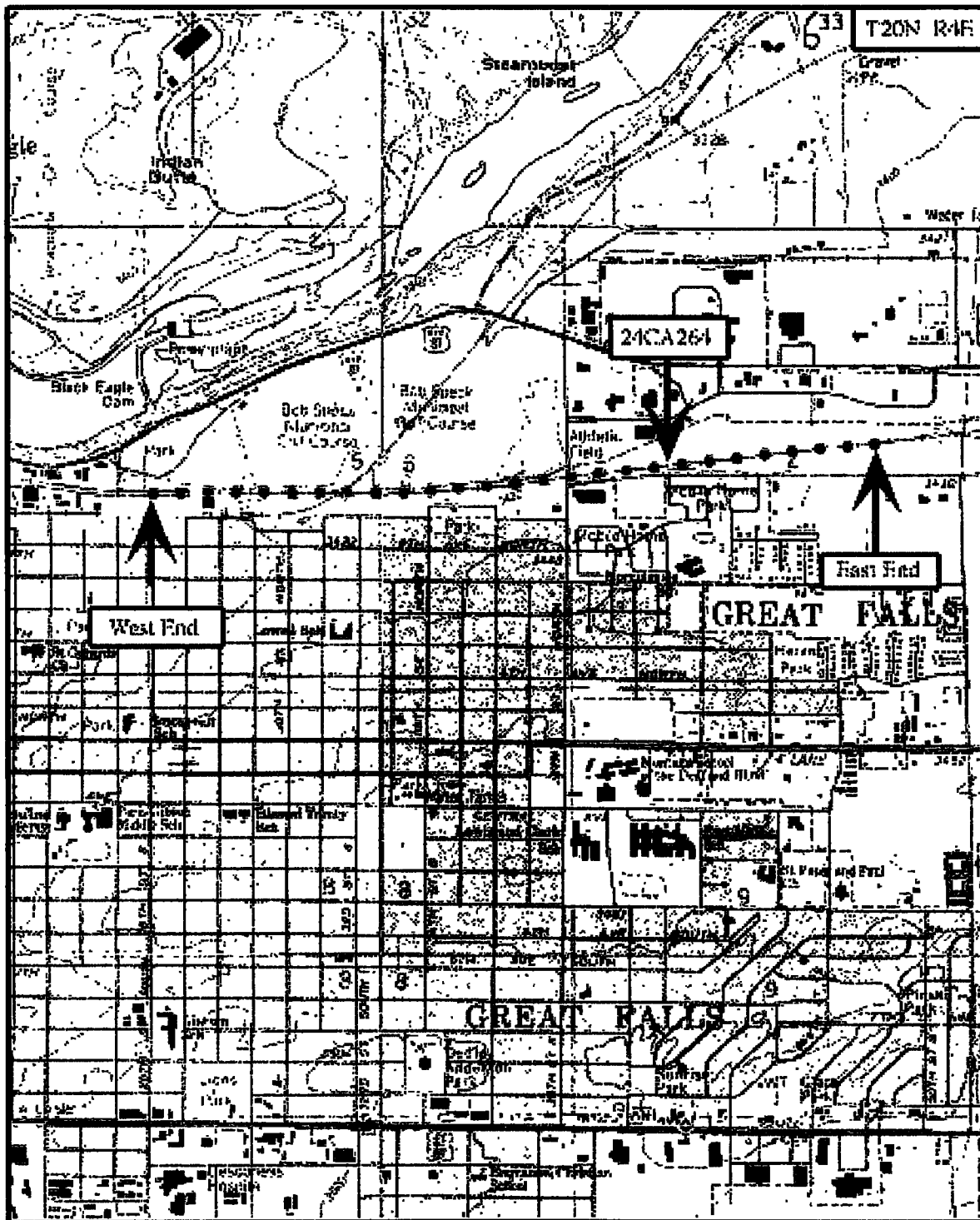


Figure 2: Topographic map showing the location of the project area

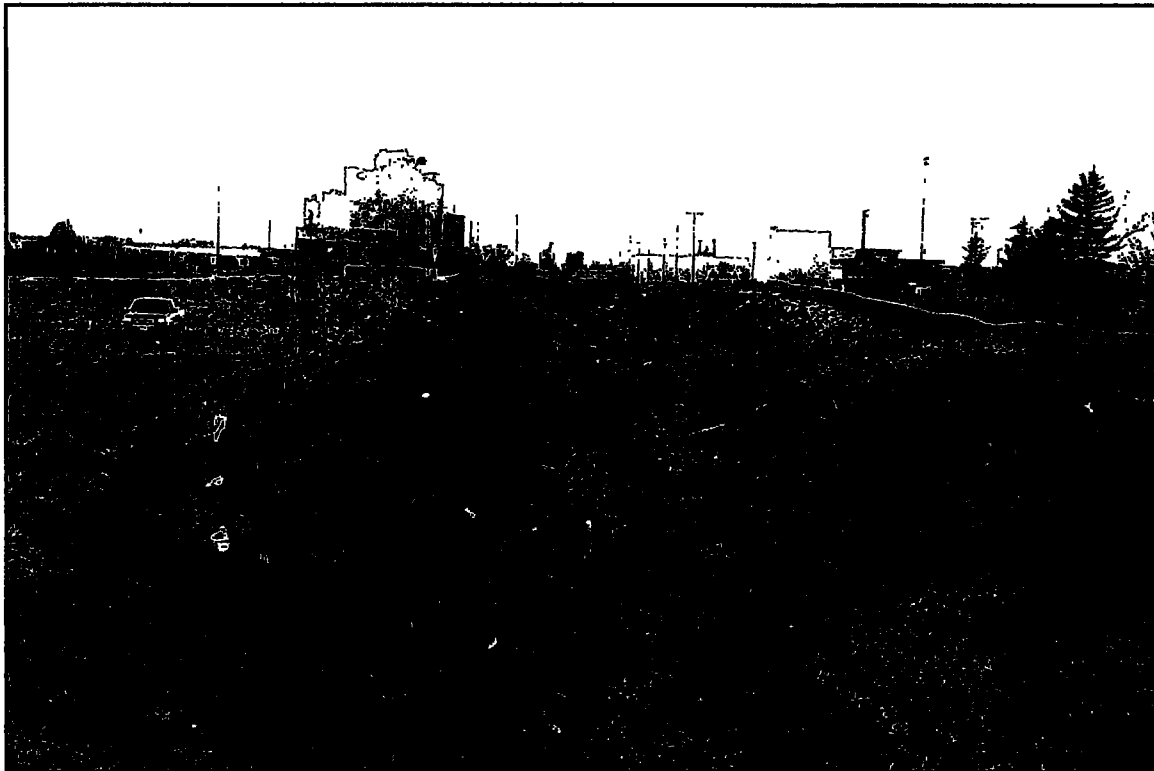


Figure 3: Cultural property 24CA264. View from near midpoint of project area looking west. Note railbed with ties and tracks removed, and recent trash and fill dumped on rail line cut



Figure 4: Cultural property 24CA264. General view looking north taken near western end of project showing recent fill dumped into R/W

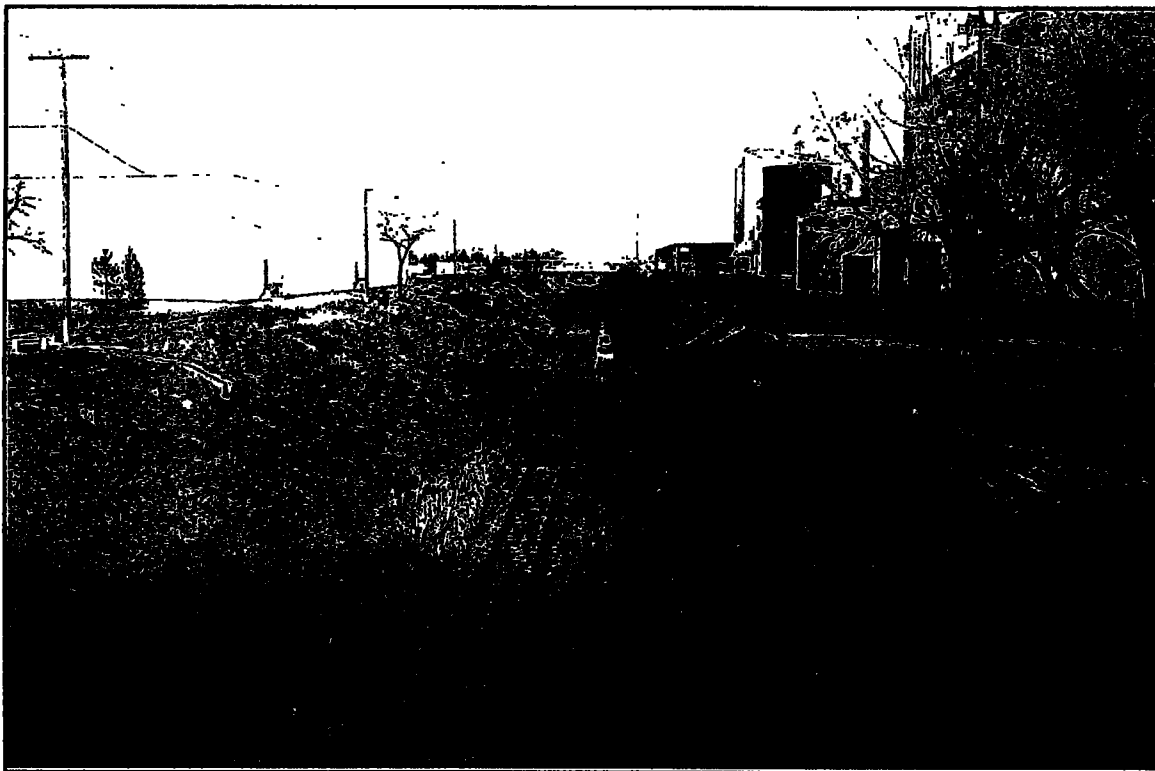


Figure 5: Cultural property 24CA264. View from western end looking east. Note ties and rails in-place in foreground and removed in background



Figure 6: Cultural property 24CA264. View from eastern end looking west. Note ties and rails in-place in foreground and removed in background



Figure 7: Cultural property 24CA264. View from near eastern end looking west showing recent residential properties near and encroaching on R/W. Note absence of ties and rails

APPENDIX: MONTANA CRIS FORMS FOR PROPERTY 24CA264

MONTANA CULTURAL RESOURCES INFORMATION SYSTEM FORM

Part 1: Locational Information

SITE FORM UPDATE

1.1	Smithsonian Number: 24CA264	1.2 Field Designation: Lewistown- Gt Falls Branch line	1.3 County: Cascade
1.4	Township/Range/Section:		
1.5	The portions of the site under consideration here are located in: Sections 4 and 5, T20N R4E		
1.6	Property Type/Types: Railway branch line		
1.7	Recording status: surface examination X; photographed: X; mapped __; tested __ Comments and recommendations:		
1.8	Administrative/surface ownership: BNSF Railway		
1.9	Mineral Ownership: Not Determined		
1.10	Project Name: X Project Number: Ethos Project #		

1.11 General Narrative Description of Property:

The site consists of the Cascade County portion of the Chicago, Milwaukee, St. Paul and Pacific Railroad. The BNSF Railway Company intends to abandon a segment of rail line (project area) located in Cascade County, Montana (Sidney Strickland & Associates, PLLC, 2006). The BNSF Railway Company retained Ethos Consultants, Inc. to conduct a cultural resources inventory of the project area intended to identify, record, and evaluate the National Register eligibility of any cultural resources present, and to evaluate the potential effects of proposed abandonment on those resources. Actual fieldwork was conducted in March of 2007. Brumley (2007) and this site form update documents the methods and results of that research.

The only cultural property identified within the project area consists of the section of rail line to be abandoned which was originally part of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company's (Milwaukee Road) Lewistown to Great Falls branch line constructed in 1927 and 1928. The Cascade County portion of that branch line has been previously recorded as cultural property 24CA264. The project area is located within the eastern margins of the City of Great Falls beginning at railway (Milepost (MP) 194.61 and from there extending generally west to MP 196.28, a distance of approximately 1.67 miles. The rail line right-of-way is 100 feet wide (Sidney Strickland & Associates, PLLC, 2006), and based on a 100 foot wide survey corridor, the area examined along the 1.67 mile long project area totals approximately 20 acres. Actual project area inventory was conducted during March of 2007.

The portion of 24CA264 within the project area has been out of service for a number of years with a railroad bridge, a roadway at-grade crossing and approximately three quarters of all rails and ties already removed from the rail bed. Additionally, the City of Great Falls has previously purchased a portion of the right of way and has installed an underground sewer main there (City of Great Falls Planning Department, 2006). Field observation also indicated the dumping of trash and recent earth fill into the right of way; and the expansion of recent residential property homes into the right-of way.

Previously recorded cultural property 24CA264 is evaluated here as potentially eligible for listing in the National Register under criterion a through d. Within the project area, the site retains integrity of location. Integrity of association and setting is questionable as the landscape within the project area has changed tremendously since the construction of site 24CA264. Integrity of materials, design, and workmanship are totally to largely impaired due to previous abandonment, salvage, and removal of most railway associated elements of the site within the project area. Integrity of feeling has either been fully compromised, or is not readily apparent. As such, the portion of 24CA264 within the project area is evaluated as a non-contributing portion of this National Register eligible property.

No further action in terms of proposed abandonment of those portions of 24CA264 within the project area is considered warranted or recommended.

3.7 Site form update and revisions by: John Brumley

Date: March, 2007

3.9 Publication(s)/Report(s) where site is described:

Brumley, John H.

2007 A Cultural Resources Inventory of a Portion of the Lewistown to Great Falls Branch Line. Prepared for the BNSF Railway Company by Ethos Consultants Inc.

3.10 Artifact Repository: No materials collected.

3.11 Field notes/maps/photo repository: Ethos Consultants Inc., Havre, MT.